Amendments to the Specification:

Please replace the paragraph beginning at line 18 of page 2 with the following:

5 --United States Patent 6,745,749 ~~Application serial number 10/258,149, which was filed by Unland et al. on March 17, 2001~~, which issued to Unlund et al on June 8, 2004, describes a method for adjusting adaptive program maps of an adaptive knock signal in an internal combustion engine and a method for adjusting the knock control in the engine. The method is intended for adjusting an adaptive characteristics map of an adaptive engine-knock control

10 system and a method for adaptively controlling engine knock, the adaptive characteristics map being defined by at least one operating parameter, the adaptive characteristics map for each operating-parameter range being made up of a precontrol component that characterizes the ambient conditions, and a residual component that results from the engine-knock control, the value of the adaptive characteristics map for each operating-parameter range being given by the

15 sum of the precontrol component corresponding to the specific operating-parameter range, and the residual component corresponding to the specific operating-parameter range.--

Please replace the paragraph beginning at line 5 of page 3 with the following:

20 --United States Patent 6,845,312 ~~Application serial number 10/641,237, which was filed by Cross et al. on August 14, 2003~~, which issued to Cross et al on January 18, 2005, discloses a method for detecting engine knock that includes a method for processing knock-related data which reduces the memory locations required for the method and also simplifies the processing steps needed to determine a sum, average, and threshold value relating to magnitudes of knock

25 ratios. Inputs from either pressure sensors or accelerometers are filtered and then used to form a ratio between a knock portion of a curve and a reference portion. Sequential magnitudes of the knock ratio received and analyzed in a manner that reduces required memory locations and improves processing speed.--

30 Please replace the paragraph beginning at line 1 of page 10 with the following:

--At time T0, ~~represented by line 51,~~ the ignition timing leg 41 is activated to reduce a knock condition of the engine. At time T1, represented by line 52, the fueling leg 42 of the control algorithm in Figure 2 is activated. The magnitude 50 of the cumulative value 38 is effected by the activation of the fuel control leg 42, beginning at time T1. At time T2, as

5 represented by line 53, the third control leg, or air intake leg, of the control diagram 42 is activated with a corresponding change in the magnitude of the cumulative value 38. Eventually, the combined effect of the three control legs, 41 – 43, decreases the knock to acceptable levels. It should be understood that Figure 3 is highly schematic and is not intended to represent actual values of these control parameters. Instead, it is intended to illustrate that the three different

10 control techniques, 41 – 43, can be cascaded as a function of the magnitude of the cumulative value 38 described above.--